



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05156 - Como Ave Trail - Grand Round

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/14/2016 5:21 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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Address: 25 W Fourth St; CHA 800

***:** Saint Paul Minnesota 55102
City State/Province Postal Code/Zip

Phone:* 651-266-6059
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 15 W KELLOGG BLVD
700 CITY HALL

* ST. PAUL Minnesota 55102
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-8797
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A33

Project Information

Project Name Como Ave Trail - Grand Round
Primary County where the Project is Located Ramsey
Jurisdictional Agency (If Different than the Applicant): Ramsey County

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The proposed project will construct an off-street trail along the north side of Como Avenue between Raymond Avenue and Hamline Avenue. Como Avenue is a B-minor or "other" arterial carrying 7,000-10,000 ADT. The speed limit varies from 30 to 35 mph throughout the corridor. The project is part of the Saint Paul Grand Round, a 26 mile loop of off-street paths that encircle the city. The project is anticipated to have substantial transportation as well as recreation use and will help close a critical gap in the city bike network. The project will also close gaps for pedestrians as there are areas within the project limits that do not have sidewalks. The proposed project will separate bikes and pedestrians to the extent that space allows throughout the project. In some areas, it is envisioned that existing sidewalks will remain in place in addition to the new trail to be constructed primarily for bicyclists. In other areas, the proposed trail will be shared use for bicyclists and pedestrians. The proposal also includes construction of several bumpouts to shorten pedestrian crossing distances. The project is anticipated to have significant benefits during the State Fair, as the proposed trail will be one of the primary entrances for pedestrians and cyclists attending the event.

In some locations, space for the trail will be created by narrowing the existing roadway, however this scope of work does not include roadway reconstruction, which is not anticipated in the near future. This proposal includes only impacts to streets or curbs that are required to construct the trail or meet ADA regulations. Narrowing the roadway will require some removal of existing pavement markings and placement of new striping.

This proposal also includes construction of pedestrian scaled lighting along some of the corridor. Some portions of the project area do not have lighting, while other areas have lighting on

utility poles that are infrequent enough to result in some dark sections of Como.

Where the trail passes underneath Snelling Avenue, the existing slope paving between the roadway and the bridge abutments will need to be modified, and a retaining wall will need to be constructed to fit the trail under the bridge.

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Construct off-street ped & bike trails

Project Length (Miles)

1.5

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$5,058,000.00

Match Amount

\$1,264,500.00

Minimum of 20% of project total

Project Total

\$6,322,500.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency

City of Saint Paul

Zip Code where Majority of Work is Being Performed

55108

(Approximate) Begin Construction Date

04/01/2020

(Approximate) End Construction Date 11/30/2020
Name of Trail/Ped Facility: Como Ave Trail - Grand Round
(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: Raymond Ave
(Intersection or Address)
To: Hamline Ave
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Primary Types of Work BIKE PATH, SIDEWALKS, LIGHTING, LANDSCAPING, PED
RAMPS

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$250,000.00
Removals (approx. 5% of total cost)	\$655,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$557,500.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$355,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$617,500.00
Traffic Control	\$115,000.00
Striping	\$100,000.00
Signing	\$50,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$910,000.00
Bridge	\$0.00

Retaining Walls	\$500,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$112,500.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$100,000.00
Other Roadway Elements	\$0.00
Totals	\$4,322,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$525,000.00
Sidewalk Construction	\$230,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$645,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$300,000.00
Streetscaping	\$100,000.00
Wayfinding	\$100,000.00
Bicycle and Pedestrian Contingencies	\$100,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,000,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00

Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$6,322,500.00
Construction Cost Total	\$6,322,500.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

Page 7.6 - Consistent with RBTN, attractive to wide range of users, supplements existing and planned investments, increases mode share, overcomes system gaps, connects to larger trail network.

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

City Comprehensive Plan, Transportation and Parks chapters (2010). Saint Paul Bicycle Plan (2015). Saint Paul Grand Round Design & Implementation Plan (2016).

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

9. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1466007786921_RBTN.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 36523

Existing Employment Within One Mile (Integer Only) 33175

Upload the "Population Summary" map 1466092220125_Population-Employment.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color: Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

The project is located in census tracts that are above the regional average for population in poverty or population of color. The proposed trail is of regional significance that will help those who rely on non-motorized transportation or transit reach important regional destinations, such as the U of M Saint Paul Campus, the State Fairgrounds, and Como Regional Park.

Due to the discontinuous nature of the street grid in the area, Como Avenue is one of only two east-west streets to cross Snelling Ave north of the BNSF railroad tracks, the other being Larpenteur, which does not provide bike facilities or continuous sidewalks. Como Avenue is part of the city's 26 mile Grand Round, a series of bikeways that connects all corners of the city and passes through many areas of Concentrated Poverty. For many residents in some of Saint Paul's poorest neighborhoods, Como Avenue is the only feasible route for walking or biking to major employment centers, such as the U of M, or the Midway industrial area, in addition to major employment areas such as downtown Minneapolis. This project will make connections and close gaps that will allow residents in areas of Concentrated Poverty to realistically choose walking and biking as a way to get to employment areas.

Response (Limit 2,800 characters; approximately 400 words)

The proposed project will not have any adverse impacts on populations of poverty or populations of color. The proposed project will only provide transportation options and benefits to all populations, including people who rely most on walking, biking, or transit to reach destinations. Roughly 15% of Saint Paul residents do not have access to a motor vehicle and rely on other modes to get around the city. The project provides connections to important regional transit routes, such as the new A-Line aBRT that will provide connections to the broader transit network and

other parts of Saint Paul. This project would address safety concerns that currently discourage Saint Paul residents from using a bicycle.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1465417040885_Socio-Economic-Con.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Saint Paul	1.0
Falcon Heights	0.5
	2

Total Project Length

Total Project Length (Total Population) 1.5

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Item Deleted	0	1.5	0	0	0
		2	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.5

Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

Response (Limit 2,800 characters; approximately 400 words)

The proposed trail is part of the Saint Paul Grand Round and will both help cyclists cross Snelling Avenue, which is an elevated expressway in the project area. Snelling Avenue carries over 40,000 ADT, and the proposed trail will take advantage of the existing grade-separated Como Avenue crossing of Snelling Avenue. This proposal would transform Como into a safe crossing of Snelling Avenue appropriate for all people walking or biking. The MN State Fairgrounds is also a barrier to east-west bicycle travel in the area. While cyclists can sometimes meander their way through the Fairgrounds, there is no guaranteed public access that is open at all hours of the day or year-round. This makes Larpenteur Ave the nearest adjacent crossing of Snelling one mile to the north, which does not have bicycle facilities or continuous sidewalks. Bicyclists may also cross Snelling at Energy Park Drive, 0.5 miles to the south, but this street also does not have any bicycle facilities or continuous sidewalks, and it is fairly inaccessible from Como Avenue as it is separated from Como by a freight Railroad that inhibits North/South travel. In the City of Saint Paul, Como Avenue is the only continuous east/west route that crosses key barriers like TH-280 and extends into Minneapolis north of Marshall Avenue, which is nearly 2.5 miles to the south. There are other east/west bicycle routes in Saint Paul on streets such as Charles Ave or Minnehaha Ave, but neither of those routes is able to provide passage across key freight railroads or industrial areas where the street grid is discontinuous.

The proposed trail also closes a gap in the RBTN. Como Avenue is a designated Tier 1 alignment, and it provides connectivity to other Tier 1 facilities, such as the existing trails within Como Regional Park as well as the existing bike lanes on Raymond Avenue and Como Avenue west of the project area. The existing bicycle lanes on Como Avenue west of

the project limits extend into the City of Minneapolis. It will also connect to the U of M Transitway, another Tier 1 alignment.

The proposal trail would connect multiple jurisdictions. While Saint Paul is proposing to be the lead agency on the project, nearly one-third of the proposed project is in the City of Falcon Heights (the portion directly adjacent to the State Fairgrounds). Additionally, it provides connectivity to the U of M Saint Paul Campus as well as the State Fairgrounds.

Measure B: Project Improvements

There have been 6 documented crashes involving bicycles & pedestrians within the project area between 2011 and 2015. Two of the crashes involved bicyclists traveling along Como Avenue and being hit by motorists failing to yield the right-of-way. The proposed project will improve safety conditions by constructing an off-street path that places bicyclists in an off-street position that increases the distance and level of separation between bicyclists and motorists. Improved crossing treatments will be used at intersections to increase visibility of trail-users and communicate right-of-way.

The remaining four crashes involved pedestrians and occurred at the intersection of Como Avenue and Raymond Avenue. This intersection will be improved in 2017 by a separate project.

Response (Limit 2,800 characters; approximately 400 words)

The proposed trail will simplify and enhance the existing bike/ped network in the area and will construct a safe and consistent off-street path for bikes and pedestrians along the north side of Como Ave (7,000-10,000 ADT), which will greatly facilitate access to the Fairgrounds during the State Fair, Minnesota's largest annual gathering attracting about 1.8 million annual attendees. Como Avenue is the main entrance to the Fairgrounds and many attendees arrive by foot or bike. There is an annual communications campaign encouraging attendees to arrive by foot or bike, but this is a challenge since Como Avenue does not currently have safe or consistent bicycle and pedestrian facilities.

There are existing bike lanes on Como Avenue between Raymond and the U of M Transitway, and additionally east of Snelling, but there is a significant gap in the bike lane network between the Transitway and just east of Snelling Ave. In addition, those bike lanes are generally removed during the State Fair. This is a headache both for

people accessing the Fair via bicycle, as well as other city residents just trying to get past the fairgrounds on their way to other destinations. While the City is not able to keep in-street bike lanes open during the State Fair, the proposed off-street path will remain open and usable during the Fair.

For pedestrians, there are existing sidewalks along a portion of the project, but there is a section directly adjacent to the Fairgrounds where there are no pedestrian facilities forcing pedestrians to walk in the street or through grass. The proposed project will provide a simple, intuitive off-street path throughout the full project area. Directly adjacent to the Fairgrounds, separate facilities will be provided for bikes and peds if space permits to help with the massive volume of pedestrians during the State Fair.

Measure A: Multimodal Elements

Response (Limit 1,400 characters; approximately 200 words)

Como Avenue is served by Route 3, and the project creates connections to several other bus routes that cross Como Ave, including routes 87, 84, 83, 121, & 272. The project also connects directly to the A-Line aBRT line, which has stations at the intersection of Snelling & Como. Many of the existing stops along Como Avenue lack the appropriate stop landing areas that would allow bus patrons to exit out of the back door of the bus and many do not provide ADA pathways to the bus front door. In some areas, there are no sidewalks along the north sides of the street, so transit riders can only access the stops by walking in the street or through the grass. Construction of an off-street path will accommodate the appropriate outwalk locations to improve the existing Metro Transit service and ensure ADA compliance.

Pedestrians will benefit from this project as the trail on the north side of the street will be open to use by pedestrians, and the trail will close a gap where there is currently no sidewalk. Where space permits, separate trails for pedestrians and bicyclists will be provided adjacent to the State Fair where pedestrian use will be the highest. Bumpouts will be constructed where space and traffic permits. The proposed project will support the Multimodal transportation plan used by the State Fair each year, which encourages patrons to arrive by transit, walking, or biking.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
100%

Stakeholders have been identified
40%

Stakeholders have not been identified or contacted
0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes
100%

Layout or Preliminary Plan started
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent
50%

Document not started Yes
0%

Anticipated date or date of completion/approval 06/01/2019

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes
100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated
80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

Yes

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

08/01/2019

10) Letting

Anticipated Letting Date

11/01/2019

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$6,322,500.00

Enter Amount of the Noise Walls:

\$0.00

Total Project Cost subtract the amount of the noise walls:

\$6,322,500.00

Points Awarded in Previous Criteria

Cost Effectiveness

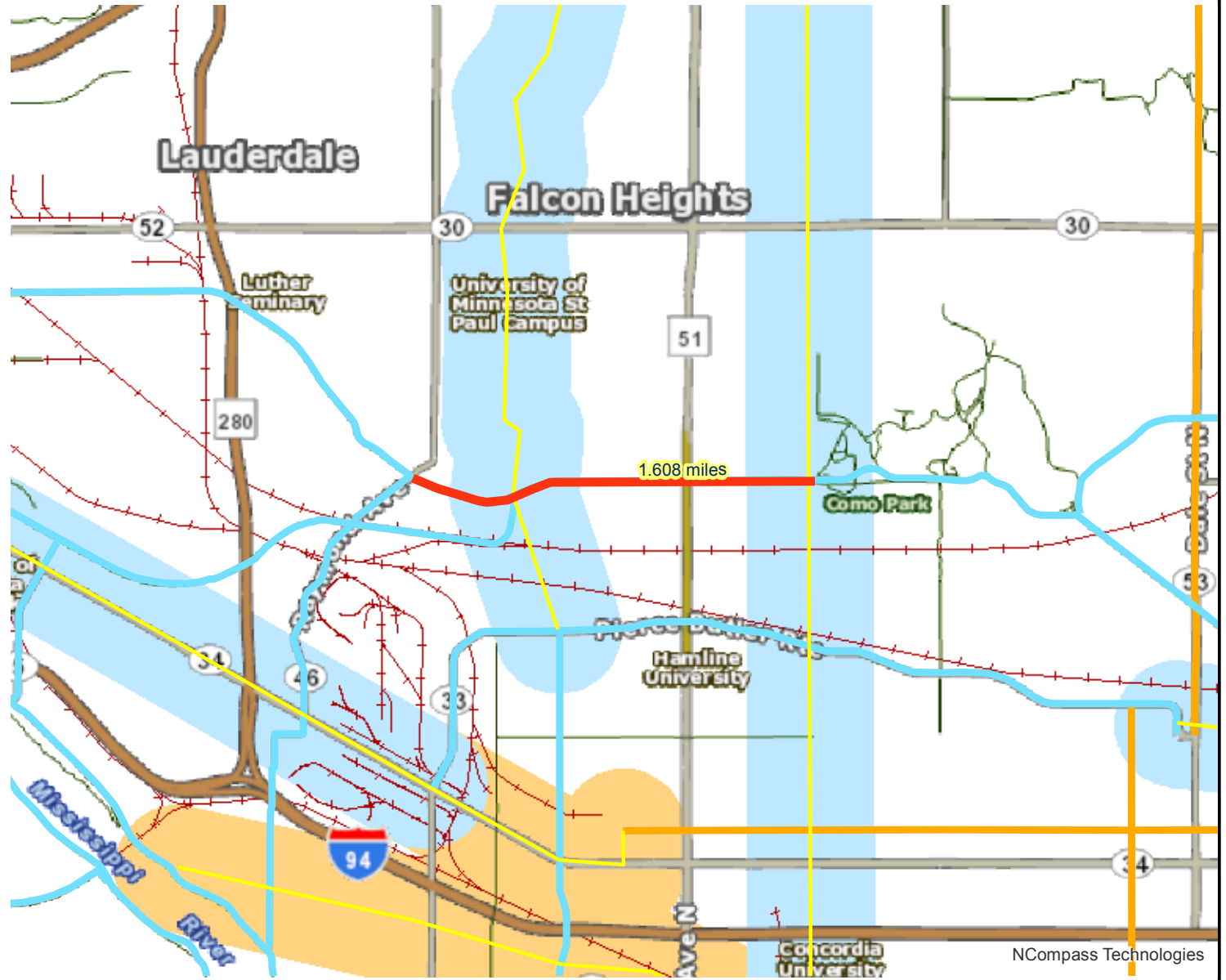
\$0.00

Other Attachments

File Name	Description	File Size
Como Avenue Letter of Support.pdf	Ramsey County letter of support.	55 KB
Grand Round-Como Ave.pdf	Grand Round Design and Implementation Plan Exerpts	11.6 MB
Layout-Como.pdf	Concept Layout	5.6 MB

Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Como Ave Trail - Grand Round | Map ID: 1465413090153



- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- Principal Arterials
- RBTN Tier 1 Alignment
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 6/8/2016
LandscapeRSA1



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



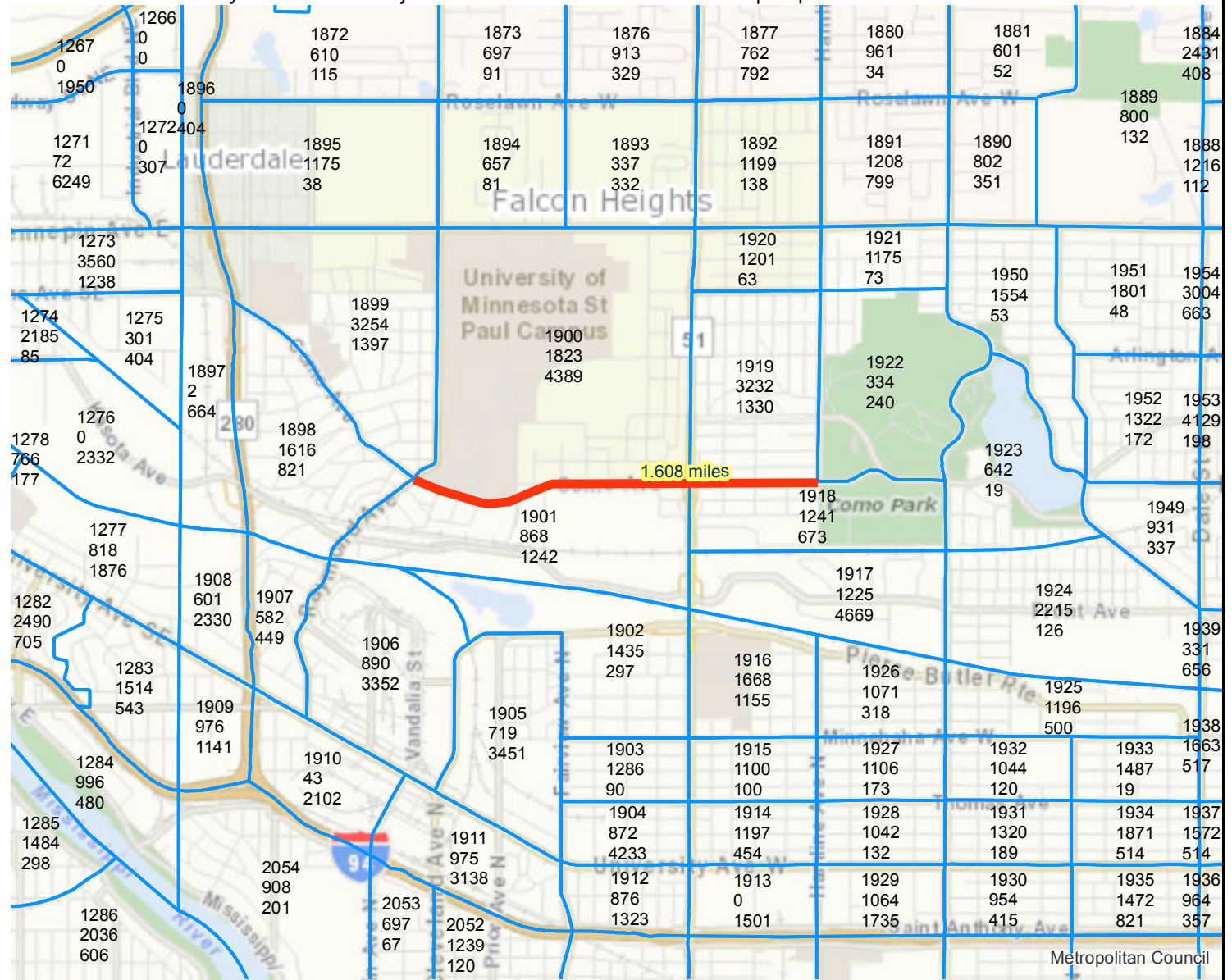
NCompass Technologies

Population Summary

Multiuse Trails and Bicycle Facilities Project: Como Ave Trail - Grand Round | Map ID: 1465413090153

Results

Within ONE Mile of project:
 Total Population: 36523
 Total Employment: 33175



Project
 2010 TAZ



Created: 6/8/2016
 LandscapeRSA4

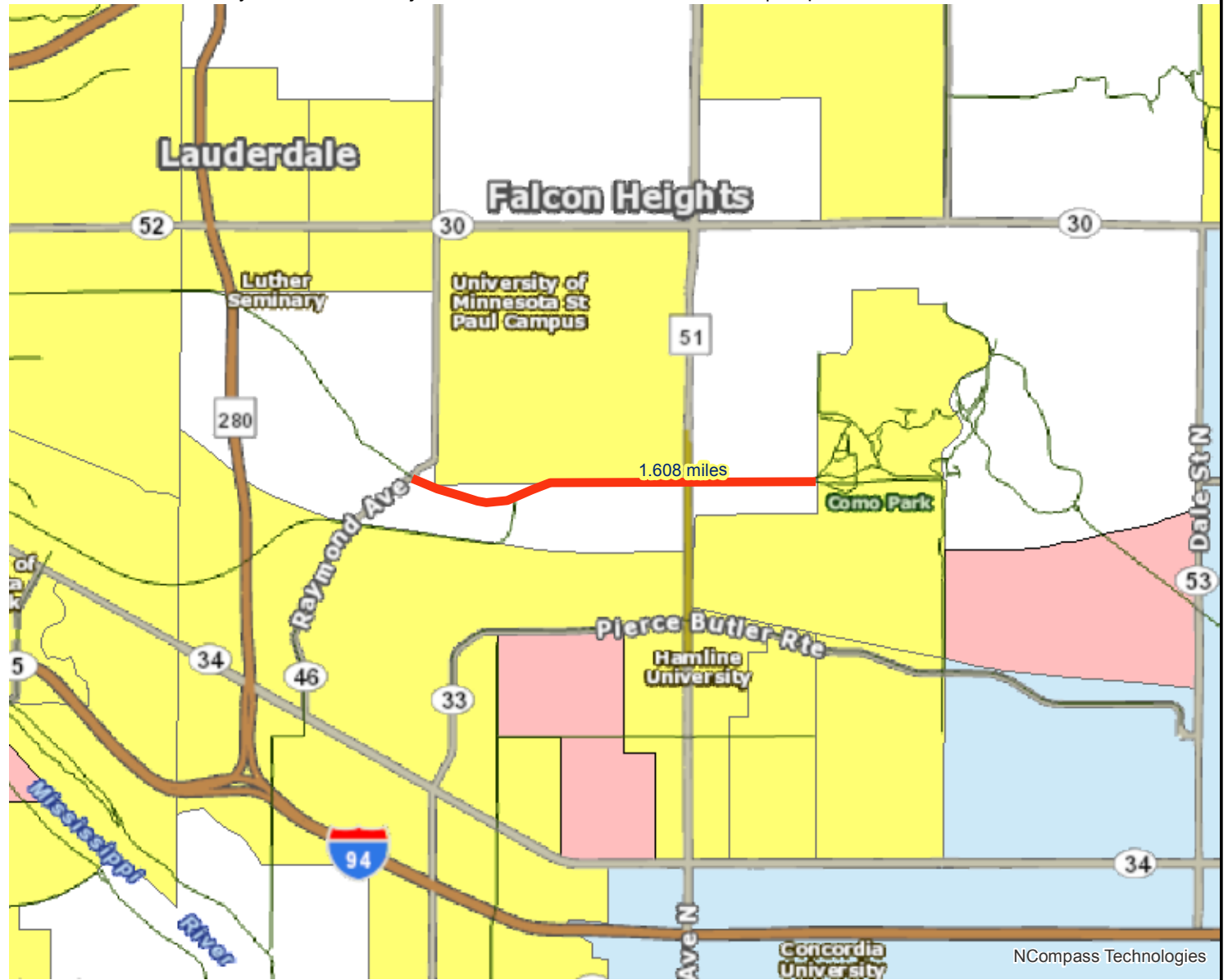


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

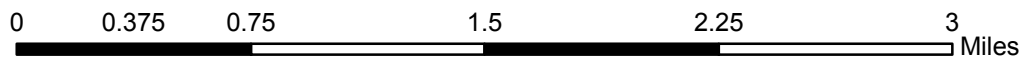


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 6/8/2016
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

July 13, 2016


Kathy Lantry
Public Works Director
City of Saint Paul
1500 City Hall Annex
25 W. 4th St.
Saint Paul, MN 55102

**FEDERAL SURFACT TRANSPORTATION PROGRAM BICYCLE AND PEDESTRIAN FUNDING
APPLICATION FOR COMO AVENUE, RAMSEY COUNTY STATE AID HIGHWAY 31 AND 75**

Dear Ms. Lantry:

Ramsey County supports the City of Saint Paul's efforts to secure funding for the segment of the Grand Round that is along Como Avenue. We look forward to working with City staff as we finalize the design of this important bike and pedestrian route.

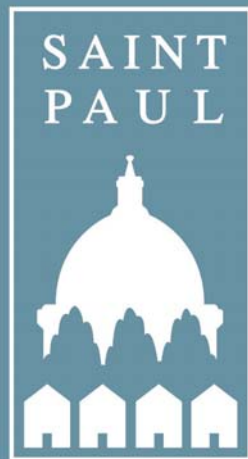
Sincerely,



Director of Public Works/County Engineer



CITY OF SAINT PAUL
**GRAND ROUND DESIGN
& IMPLEMENTATION PLAN**



The Most Livable
City in America

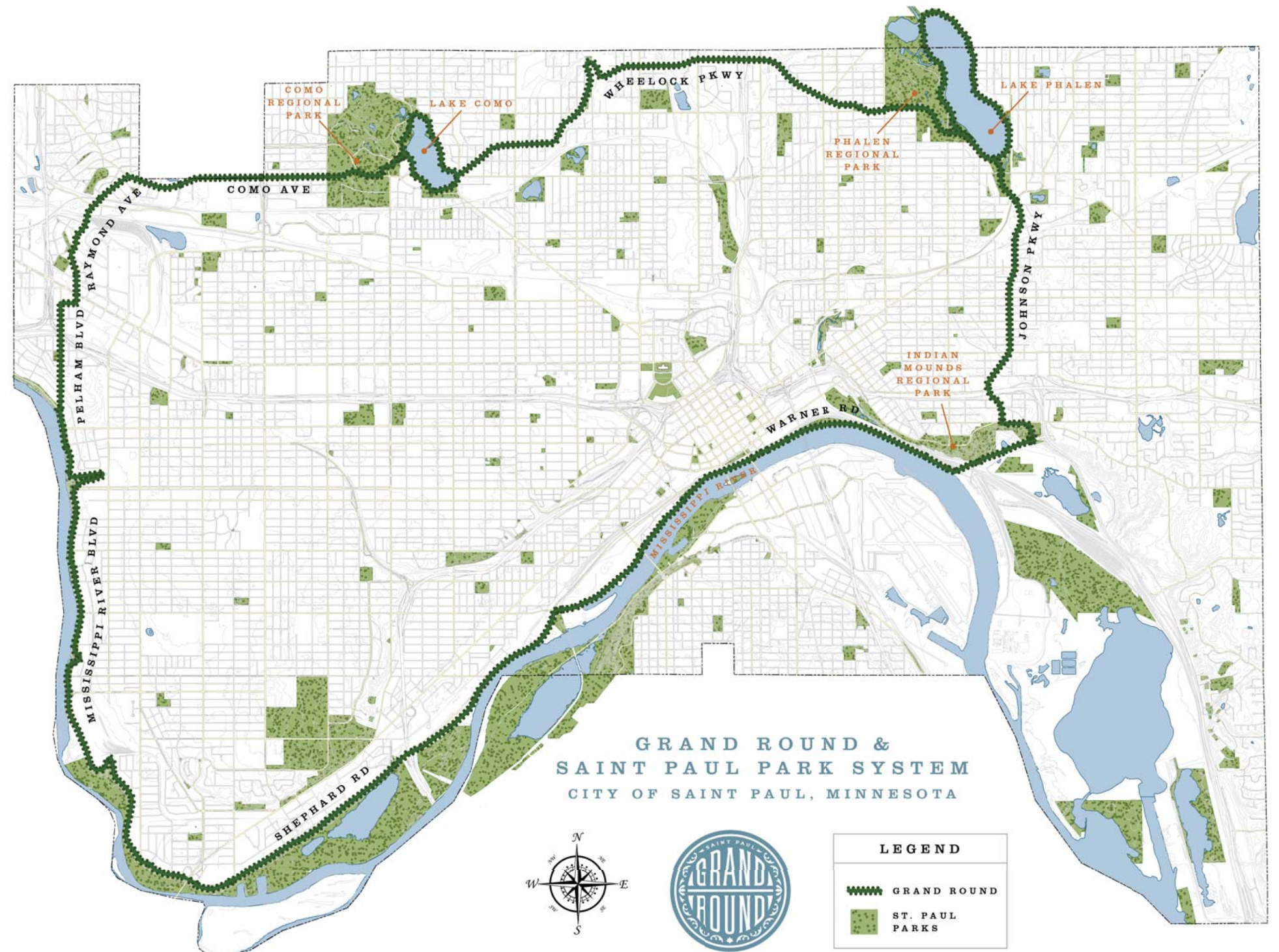
APRIL 2016

1 | INTRODUCTION

ORIGINS OF THIS PLANNING PROCESS

Vibrant Places and Spaces

This effort is funded in part by the City's 8 80 Vitality Initiative to promote economic development through investments that enliven the public realm by connecting residents and visitors with the city, promoting walking and bicycling, and creating great public spaces. The results will attract residents, employees, businesses and visitors to Saint Paul for years to come. The initiative is inspired by the work of 8 80 Cities, which promotes livable cities where an eight-year-old and eighty-year-old would feel safe, invigorated, and welcomed by their surroundings. The 8 80 Vitality Initiative includes the implementation of the city's \$42.5 million 8 80 Vitality Fund, an investment focused on significant improvements in infrastructure and public spaces.



MAP 6 - COMO AVENUE RAYMOND AVENUE TO INTER CAMPUS TRANSIT WAY

EXISTING CONDITIONS

Como Avenue between Raymond Avenue and the Inter Campus Transit Way is characterized as a formal corridor. The roadway is flanked on both sides with boulevards, trees within the boulevards, and sidewalks. Street lighting has not been updated to the typical Saint Paul Lantern style lighting.

Como Avenue is a 50 foot wide roadway with a right-of-way width of 85 feet. The roadway is a two lane roadway with bike lanes striped on both sides. On-street parking exists on both sides.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

A conversion of the sidewalk along the north side to a 12 foot wide multi use path is proposed. Como Avenue is also a dedicated County State Aid Roadway, which makes it difficult to propose other configurations for this roadway. No other improvements are planned along this area of Como Avenue.

Wayfinding Improvements

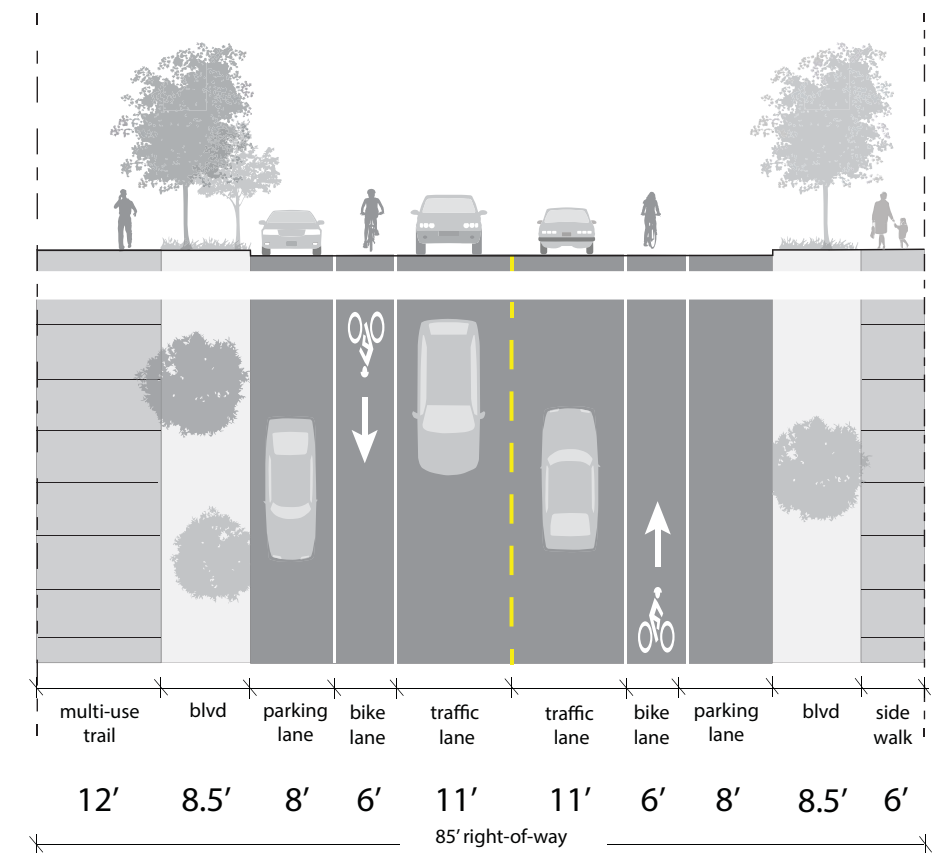
Corridor reinforcement and branding will be placed along Como Avenue.

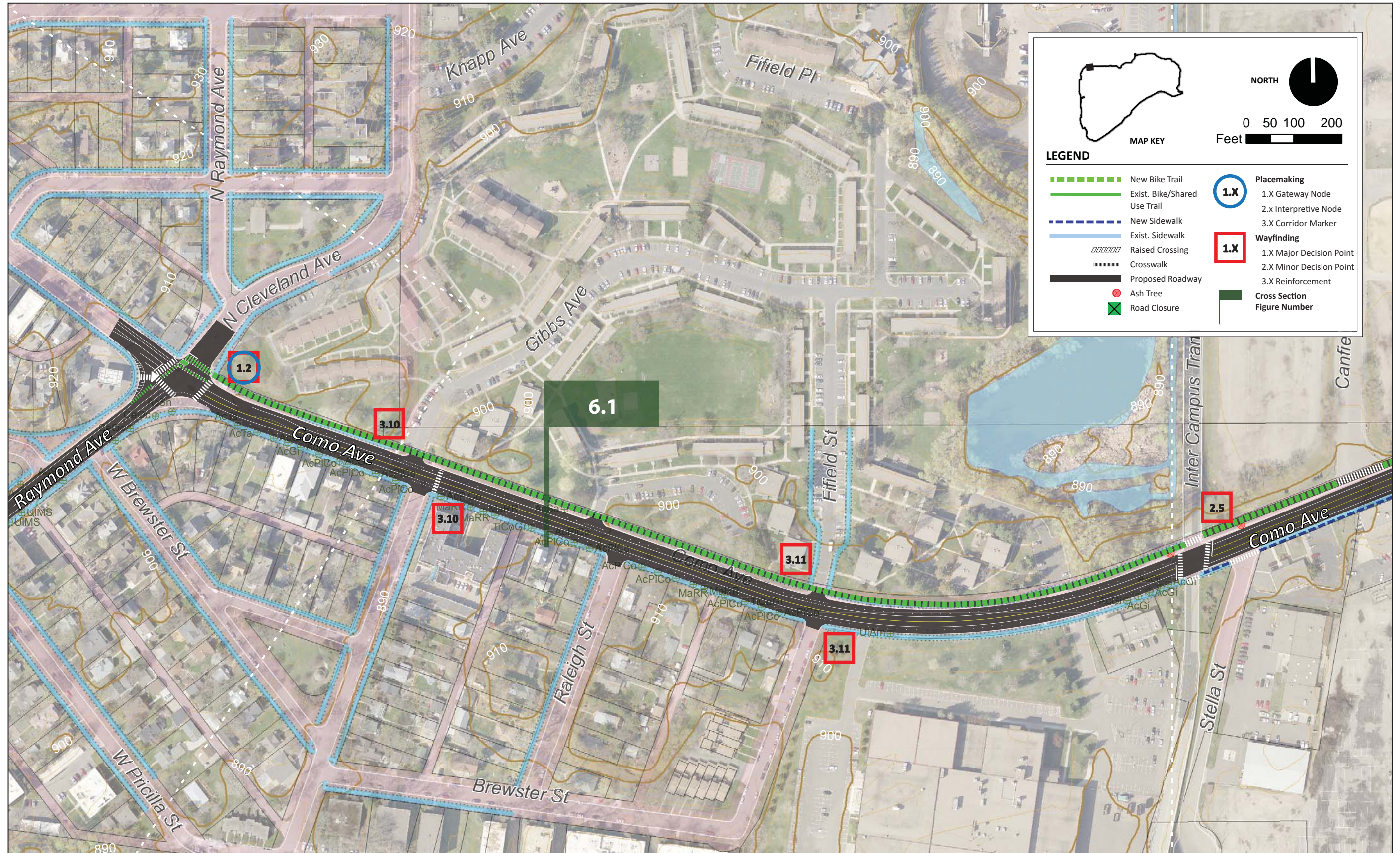
Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.2) is programed for the northeast corner of Raymond Avenue and Como Avenue. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. Due to the narrow right-of-way agreements with the University of Minnesota will be required for placing this node. This node can be constructed independently of any work on Raymond Avenue or Como Avenue.

COMO AVENUE

FIGURE 6.1 RAYMOND AVENUE TO INTER CAMPUS TRANSIT WAY





MAP 6 - COMO AVENUE RAYMOND AVENUE TO INTER CAMPUS TRANSIT WAY

MAP 7 - COMO AVENUE INTERCAMPUS TRANSIT WAY TO UNDERWOOD STREET

EXISTING CONDITIONS

Como Avenue between Inter Campus Transit Way and Snelling Avenue is characterized as formal corridor. The roadway is a four lane roadway with a boulevard and sidewalk along the south side of the roadway. The north side is typically an un-maintained turf boulevard with scattered access drives to the State Fair Grounds. A chain linked fence topped with barbed-wire exists along the northerly right-of-way line. Como Avenue within this area is a County State Aid Roadway, therefore any changes will need agreement with the County. The State Fair also plays an important role with this roadway as activities on the State Fair Ground affects traffic operations along Como Avenue.

Como Avenue between Inter Campus Transit Way and Snelling Avenue varies from a 50 to a 58 foot wide roadway with a right-of-way width of 85 feet. Periodic on-street parking exists on the south side of the roadway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Roadway Improvements includes reconstructing the roadway to 48 feet wide, creating an off-road bike trail and adding a sidewalk to the northerly side of Como Avenue; the sidewalk along the south side will remain. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

During Non-Fair Days the roadway will be striped for two travel lanes, a center turn lane, and wide shoulders on each side. During Fair Days the roadway will be restriped to accommodate four travel lanes.

The reconstruction of the northerly boulevard area could provide areas for public art, barrier type landscaping within the new boulevard areas that are between the sidewalk and bike trail

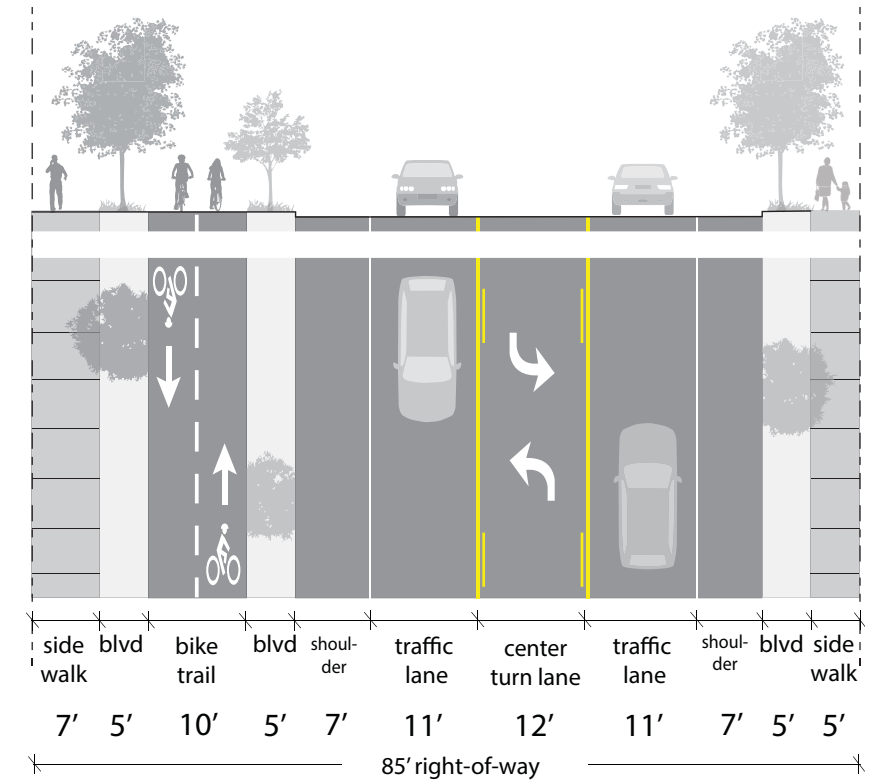
and between the bike trail and roadway. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Como Avenue. Directional signs will also be placed for connections to the Inter Campus Transit Way and at Snelling Avenue. Corridor markers are also programed to be place at Snelling Avenue.

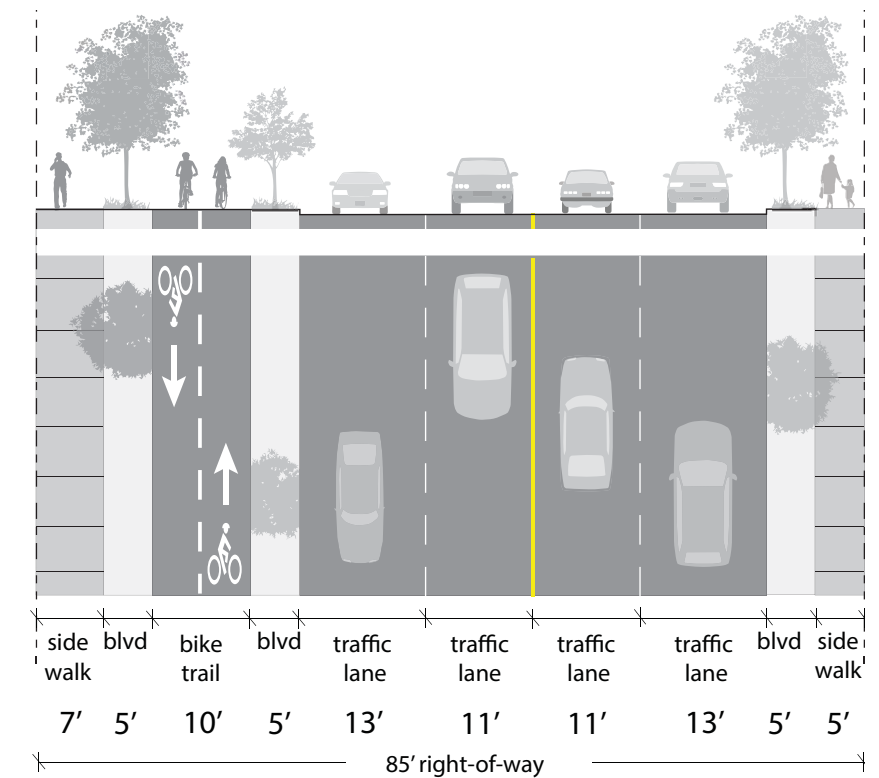
COMO AVENUE DURING FAIR TIME

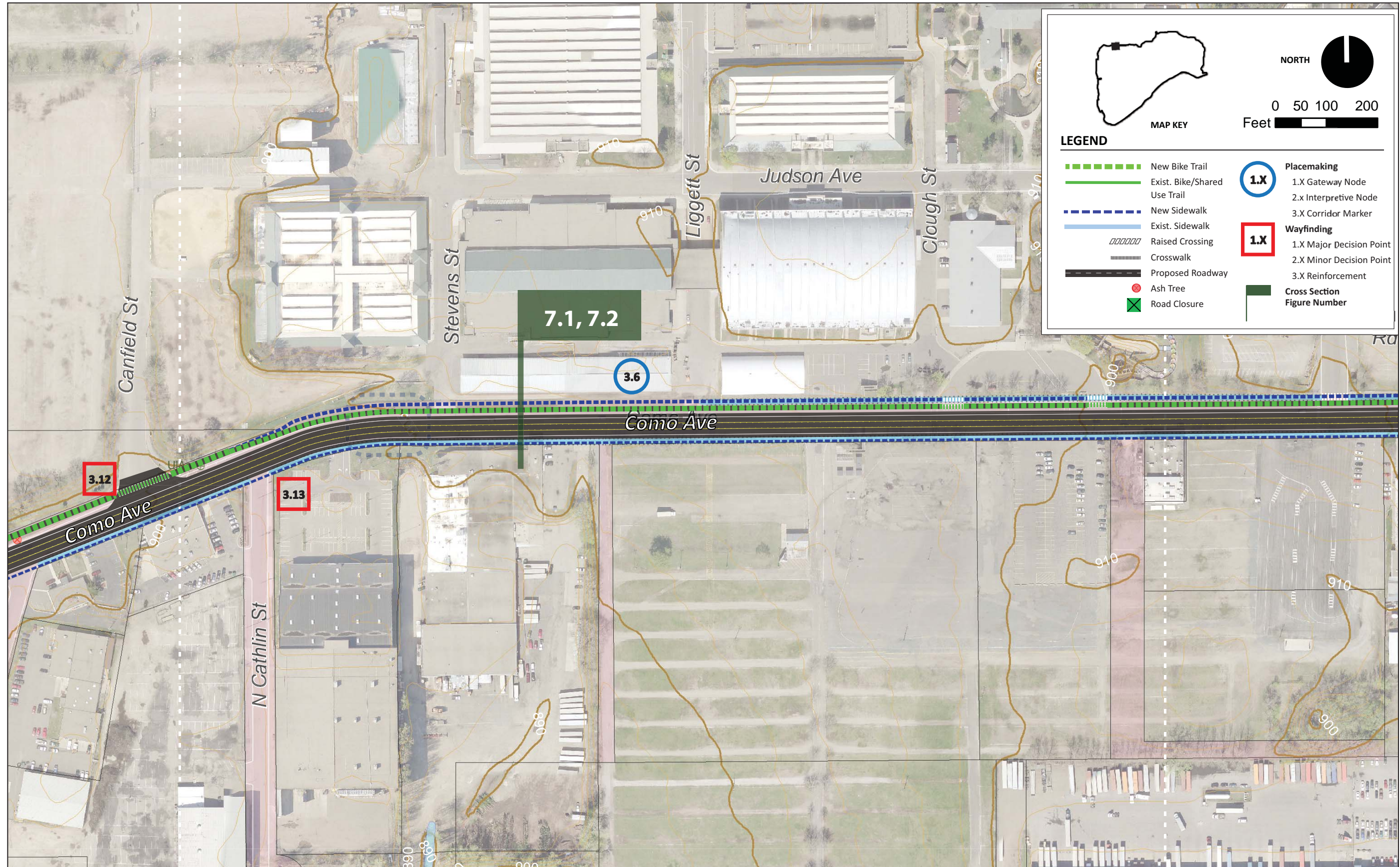
FIGURE 7.1 INTERCAMPUS TRANSIT WAY TO NORTH SNELLING AVENUE



COMO AVENUE

FIGURE 7.2 INTERCAMPUS TRANSIT WAY TO NORTH SNELLING AVENUE





MAP 8 - COMO AVENUE UNDERWOOD STREET TO PASCAL STREET

EXISTING CONDITIONS

See description of Como Avenue on Map 7 for the area west of Snelling Avenue. Como Avenue from Snelling Avenue to North Pascal Street is characterized as a designed corridor thru the business district at the west end and a formal corridor through the residential area. The existing corridor includes a two lane roadway with bike lanes, on-street parking on both sides and sidewalks. A center turf median with turn lanes does exist from Snelling Avenue to Arona Street. Wide, tree planted boulevards exist from Arona Avenue to North Pascal Avenue. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting. Como Avenue between Snelling Avenue and North Arona Street is a 63 foot roadway with a right-of-way width of 100 feet. Como Avenue between North Arona Street and North Pascal Street is a 51 foot roadway with a right-of-way width of 100 feet.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Como Avenue roadway improvements from Snelling Avenue to North Arona Street includes reconstructing the roadway to 50 feet wide. Roadway improvements on Como Avenue from North Arona Street to North Pascal Street includes reconstructing the roadway to 38 feet wide. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Striping for Como Avenue from Snelling Avenue to North Arona Street will include on-street parking on both sides, two travel lanes and a center turn lane. The bike trail will be placed on the north side of the roadway; the off-road trail could be constructed independently of any major roadway modifications, such that the area between North Arona Street and North Pascal Street could move the northerly curb line to the south to accommodate the

off-road bike trail. There will be adequate space on both sides of the corridor for sidewalks, boulevards with tree planting and other amenities such as benches, public art, etc.

Striping for Como Avenue from North Arona Street to North Pascal Avenue will include two travel lanes and on-street parking on both sides. The bike trail will be placed on the north side of the roadway. A raised tabled crossing is proposed across North Arona Street and North Pascal Street. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. Sidewalks will also remain along the south side of the corridor. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

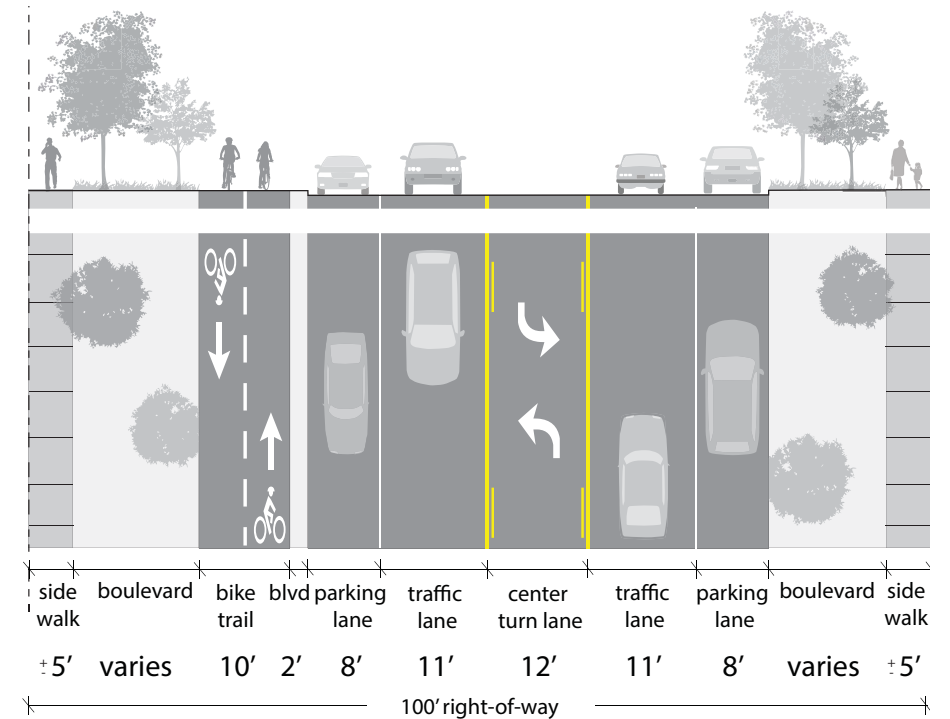
Corridor reinforcement and branding will be placed along Como Avenue. Directional signs will also be placed at North Arona Street for the connections to Tilden Park and Hmong College Prep Academy. Parkway Amenities and Public Art Improvements.

Trail & Sidewalk Improvements

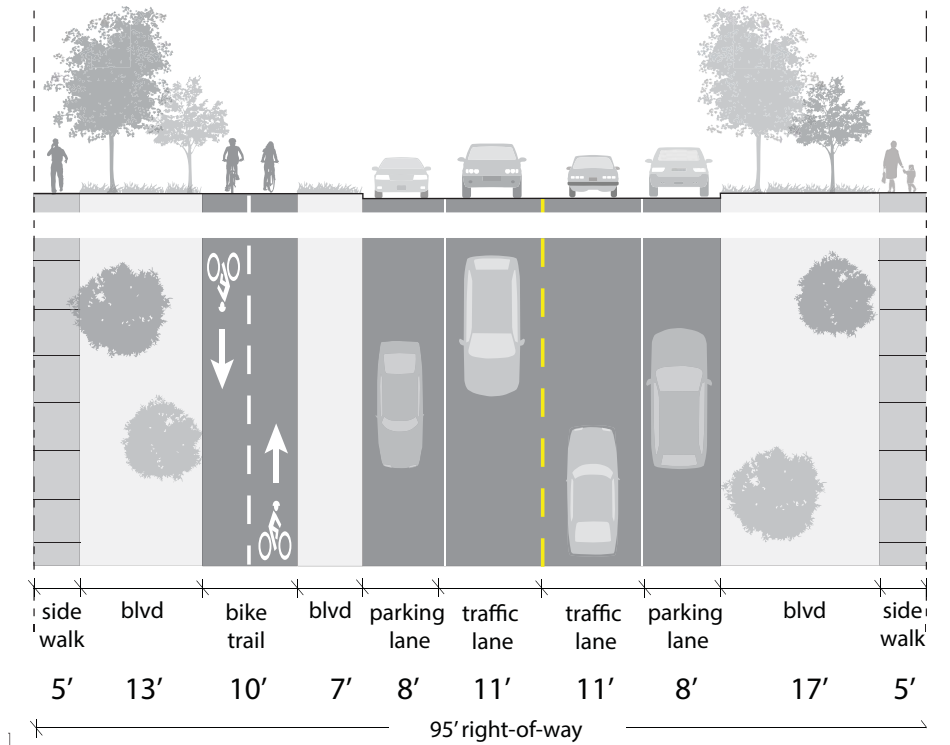
Improvements for both blocks of Como Avenue include creating an off-road bike trail along the northerly boulevard area; sidewalks will remain on both sides of the corridor.

Parkway Amenities and Public Art Improvements

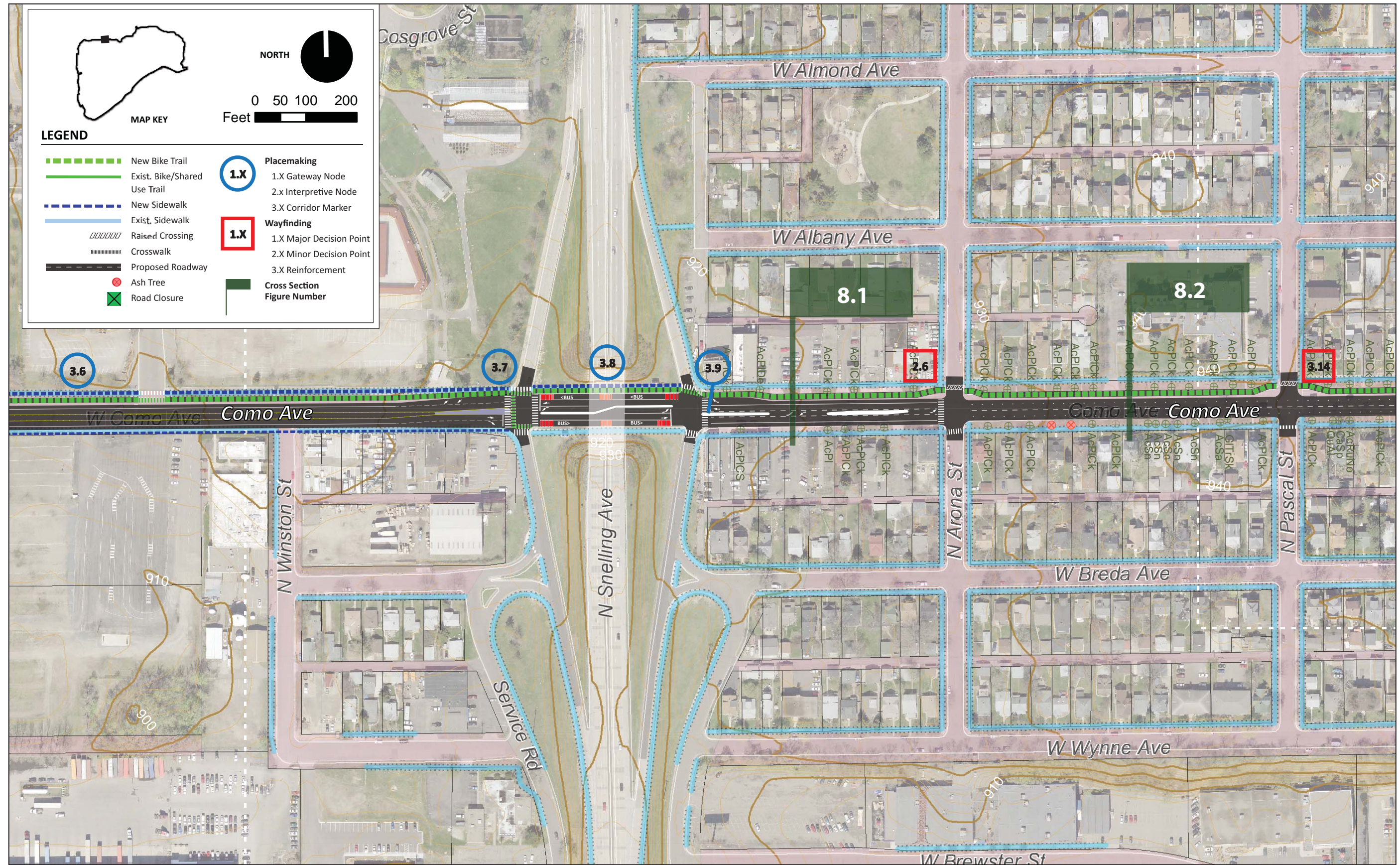
The area below the Snelling Avenue Bridge provides an opportunity for public art such as decorative lighting (P.3.8). Corridor markers (P.3.7 & P.3.9) are programmed for both the northwest and northeast corners of Como Avenue and Snelling Avenue.



COMO AVENUE FIGURE 8.1 NORTH SNELLING AVENUE TO NORTH ARONA STREET



COMO AVENUE FIGURE 8.2 NORTH ARONA STREET TO NORTH HAMLINE AVENUE



MAP 8 - COMO AVENUE UNDERWOOD STREET TO PASCAL STREET

MAP 9 - COMO AVENUE PASCAL STREET TO MIDWAY PARKWAY

EXISTING CONDITIONS

Como Avenue from North Pascal Street to North Hamline Avenue is characterized as a formal corridor. The existing corridor includes a two lane roadway with bike lanes, on-street parking on both sides and sidewalks. Wide, tree planted boulevards exist from North Pascal Avenue to North Hamline Avenue. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Como Avenue between North Arona Street and North Hamline Avenue is a 51 foot roadway with a right-of-way width of 100 feet.

Como Avenue east of North Hamline Avenue winds through Como Regional Park. The corridor is a naturalistic park setting with broad woodlands and pastoral mown lawn areas accommodating picnic facilities. Multi-use trails and parking flank both sides of the roadway.

Como Avenue between North Hamline Avenue to West Midway Parkway is a 44 foot wide street.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Como Avenue roadway improvements from North Pascal Street to Midway Parkway includes reconstructing the roadway to 38 feet wide. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Striping for Como Avenue from North Pascal Street to Midway Parkway will include two travel lanes and on-street parking on both sides. The bike trail will be placed on the north side of the roadway. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. Sidewalks will also remain along the south side of the corridor between North Pascal Street

and North Hamline Avenue and the multi-use trail will remain east of North Hamline Avenue. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

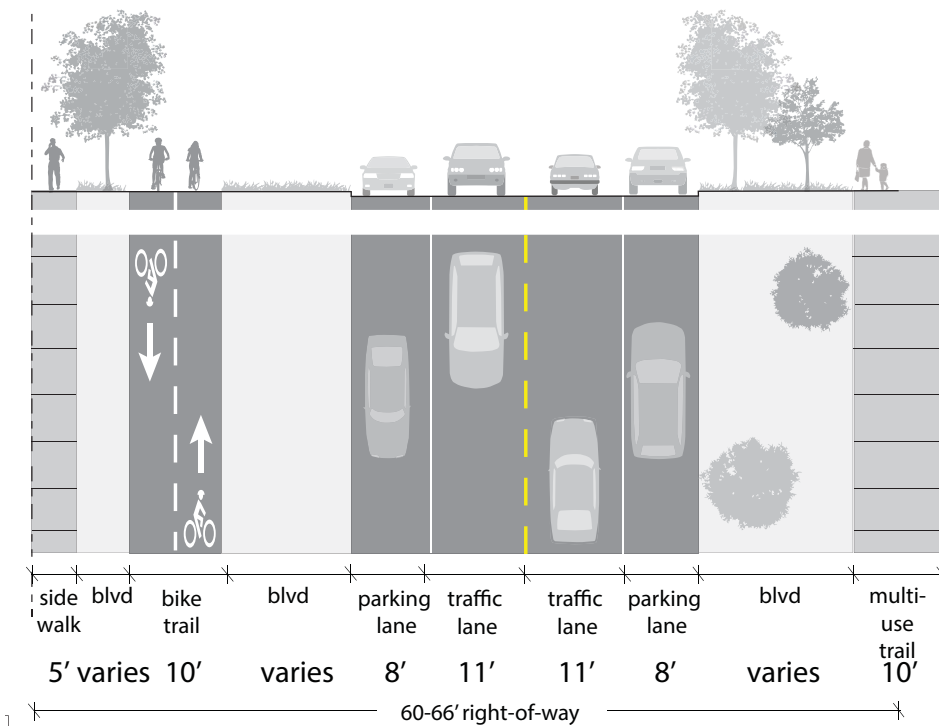
Corridor reinforcement and branding will be placed along Como Avenue. Operational signs will also be placed at the northwest corner of Como Avenue and North Hamline Avenue.

Trail & Sidewalk Improvements

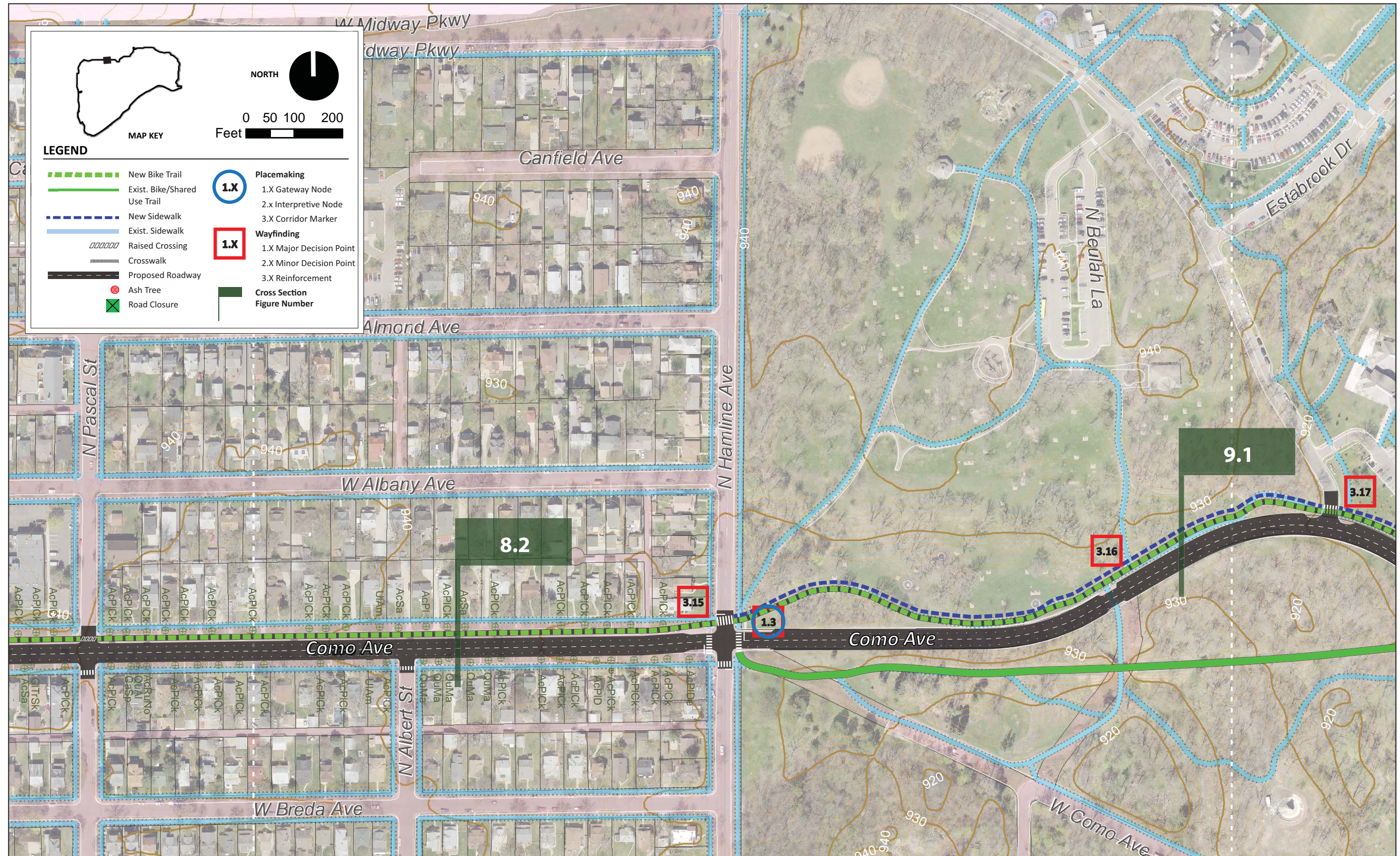
Improvements include creating an off-road bike trail along the northerly boulevard area from North Pascal Street to North Hamline Avenue. Improvements to the east of North Hamline Avenue include constructing a separate pedestrian trail. The existing multi-use trail could be converted to a bike only trail. The off-road trails could be constructed independently of any major roadway modifications, such that the area between North Pascal Street could move the northerly curb line to the south to accommodate the off-road bike trail and the area east of North Hamline Avenue could construct the separate use trails without affecting the roadway.

Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.3) that serves as a welcome to Como Regional Park, is preproposal for the northeast corner of Como Avenue and North Hamline Avenue. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. This node to be built with respect to Como Park design standards and studies. This node can be constructed independently of any work on Como Avenue or North Hamline Avenue.



COMO AVENUE FIGURE 9.1 NORTH HAMLINE AVENUE TO WEST MIDWAY PARKWAY



MAP 9 - COMO AVENUE PASCAL STREET TO MIDWAY PARKWAY



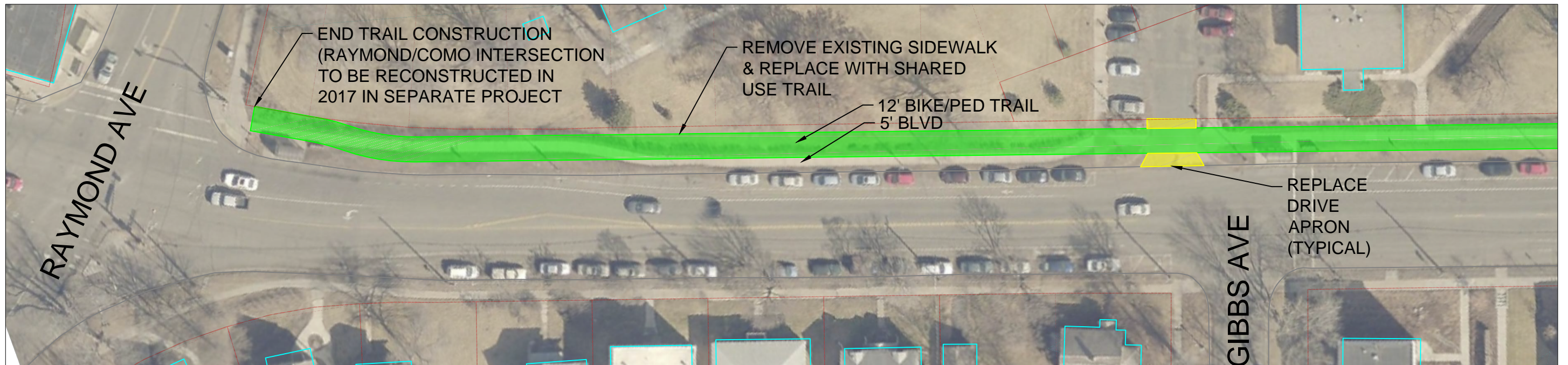
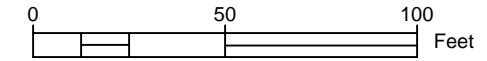
Como Avenue Trail Project

Raymond Avenue to Hamline Avenue

Concept Layout

Page 1 of 6

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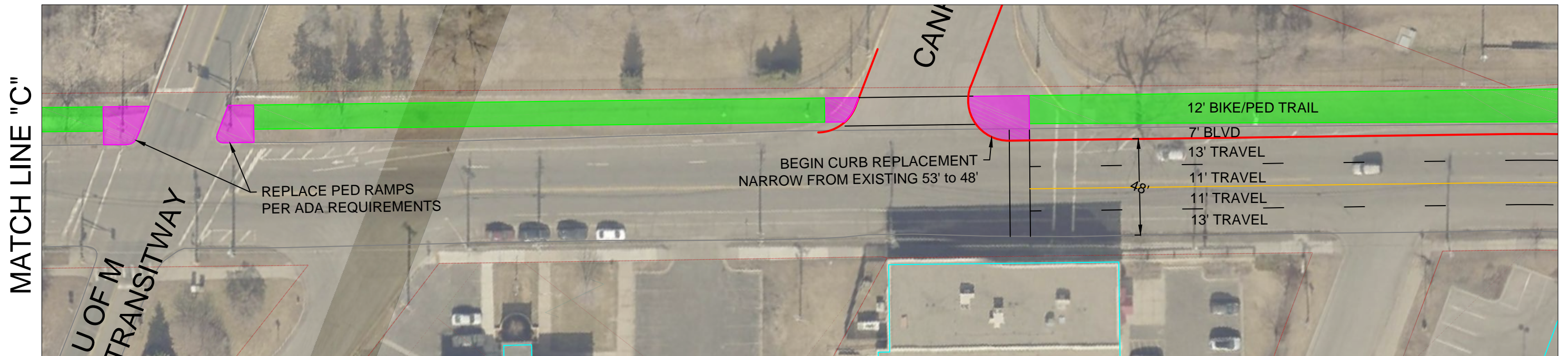
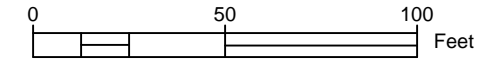




Como Avenue Trail Project

Raymond Avenue to Hamline Avenue
Concept Layout
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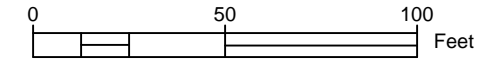




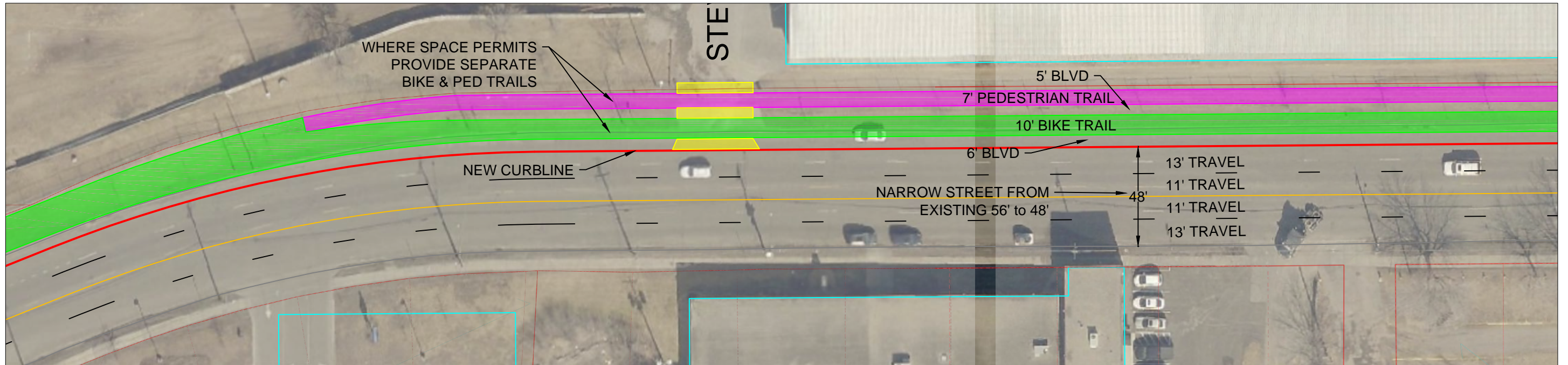
Como Avenue Trail Project

Raymond Avenue to Hamline Avenue
Concept Layout
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MATCH LINE "D"



MATCH LINE "E"

MATCH LINE "E"



MATCH LINE "F"



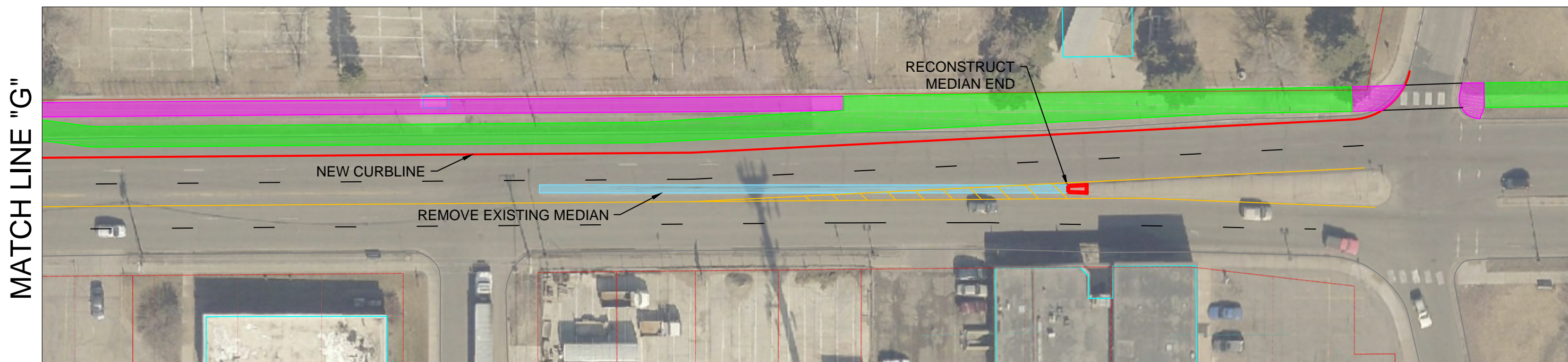
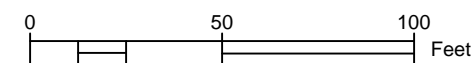
Como Avenue Trail Project

Raymond Avenue to Hamline Avenue

Concept Layout

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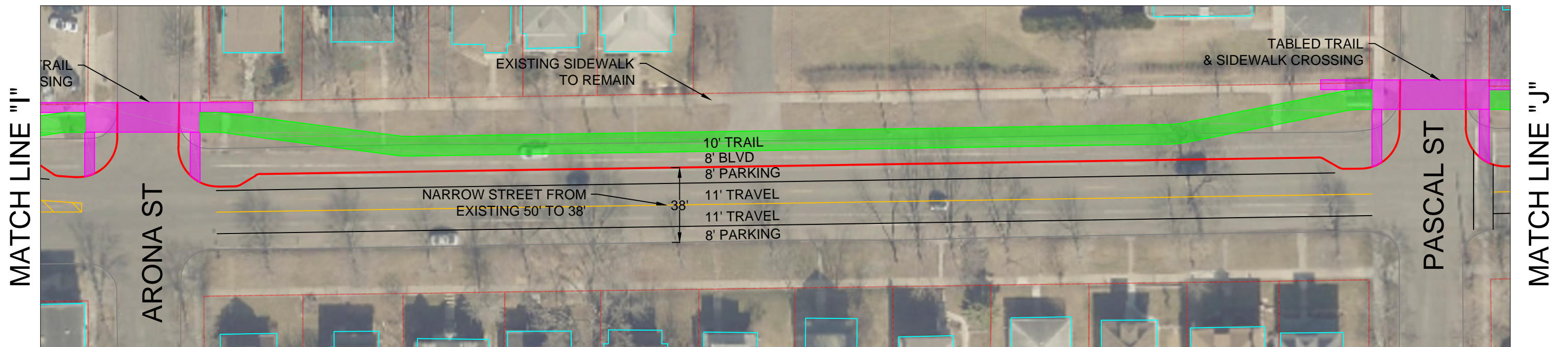
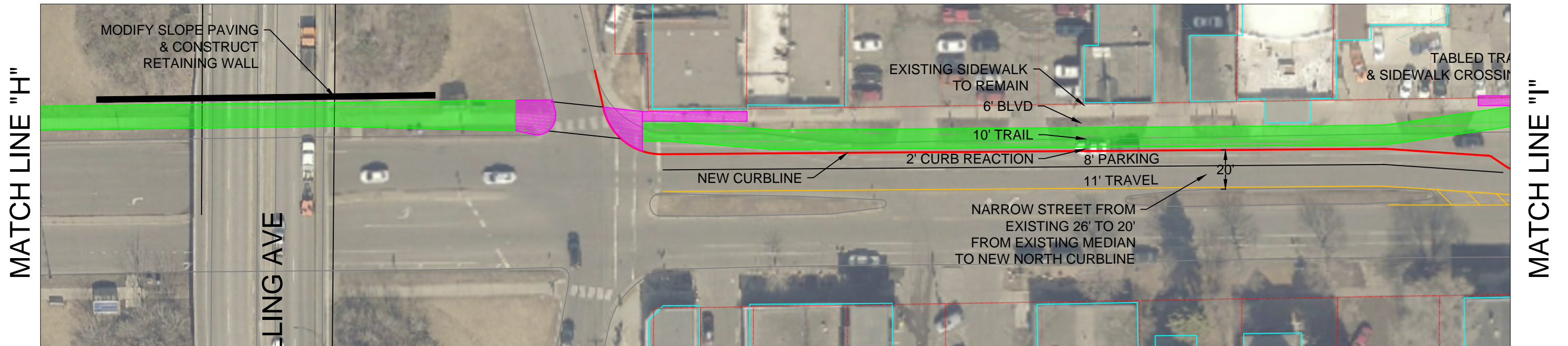
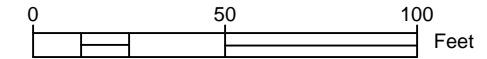
Como Avenue Trail Project

Raymond Avenue to Hamline Avenue

Concept Layout

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Como Avenue Trail Project

Raymond Avenue to Hamline Avenue
Concept Layout
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